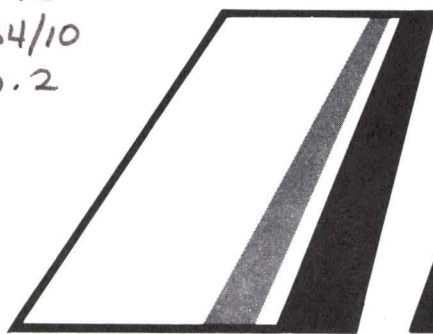


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# Palmetto AVIATION

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## McCormick Airport

**McCormick Airport has been paved and is now open to the public. The 3,600 foot runway is located one mile southeast of McCormick and is shown on the 1981-82 state aeronautical charts. A terminal building is under construction.**

(Aeronautics Commission Photo).

## Sumter pilot named regional Instructor of the Year

Alva Henry, manager of the Shaw Air Force Base Aero Club, has been selected Flight Instructor of the Year for the FAA Southern Region.

The Sumter pilot was chosen over other applicants from throughout the eight-state region and will compete with other regional winners for the national Flight Instructor of the Year award this month in Washington.

Henry has been manager and chief flight instructor at the club since 1974. He has received an outstanding performance award from the Air Force each year since 1974 and, because of this sustained performance, was designated a pilot examiner in February, 1980 by the FAA.

He has also attended every Aircraft Owners and Pilot's Association (AOPA) flight instructor refresher course held since 1974 and he supervises monthly safety meetings at the club.

FAA Accident Prevention Specialist Frank Kelley said Henry is one of the best examiners in the state.

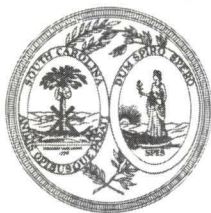
"He is very impartial and fair; very conscientious," Kelly said.

The Shaw AFB Aero Club is an FAA approved school for training of private through airline transport pilots. The club has received safety awards for accident free years almost constantly since 1974 and has never had anyone injured.

Henry holds ATP and flight instructor certificates with single engine,

(continued on back page)





**PALMETTO AVIATION** is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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## **EAA fall fly-in Oct. 15-17 in Camden**

The annual fall fly-in of the EAA Antiques and Classics Chapter 3 (Carolinas and Virginia) will be held at Camden Airport Friday, Saturday and Sunday, Oct. 15-17.

Bill Hawkins, owner of Hawk Aviation, expects a good crowd of more than 300 airplanes, providing the weather is good.

Hawkins said there will be antiques, classics, warbirds, home-builts as well as the more "normal" 2 and 4 place Cessna and Pipers. In fact, he said, just about every kind of aircraft except the ultralights can be seen sometime during the three-day fly-in.

Hawkins said the city has banned ultralights from operating off the field. Consequently, no ultralights are in-

vited to the fly-in.

But, he said, several clubs will be represented including the Skyhawk/Skylane Club, the Ercoupe Club, the OX-5 Club and the QB's to name a few.

"This is one of the few things people are doing is going to fly-ins, it looks like," he said.

Attendees should have plenty to eat too, because there will be a barbecue Friday afternoon (\$4 a plate). Saturday, the Wateree Baptist Church will provide food and homemade baked goods for dessert. Sunday morning, Chapter 242 of the S.C. Breakfast Club will cook breakfast on the field.



## **Regulation Changes for Single Pilot Operations**

**By HENRY M. BURWELL**  
Attorney-at-Law

Recent changes in the Federal Aviation Regulations (FARs) relaxed certain rules for one pilot operations. Prior to these changes, the administrative burden on corporations and other legal entities using only one pilot was the same as all other air taxi and commercial operators under Part 135.

Since August 2, 1982, exemptions were made for one pilot operations regarding Manual requirements (S 135.21), Management personnel required (S 135.37), Pilot and flight attendant crewmembers training programs (S 135.341) and Crewmember initial and recurrent training requirements (S 135.343).

The manual requirements exemption eliminated the need for such operators to keep a current manual for flight, ground, and maintenance personnel setting forth policies and procedures for operations which are acceptable to the Administrator of the FAA. Similarly, the management personnel exemption eliminated the mandatory positions of a director of operations, director of maintenance and a chief pilot. The crewmember

training program exemption also discontinued the requirement for an approved pilot training program or an approved flight attendant training program when such attendants were used. The final exemption removed the appropriate initial or recurrent training requirements for such one pilot operation.

These exemptions did not relieve one pilot operations from the general safety requirements of Parts 91 and 135 which otherwise apply to these areas to insure operation by properly qualified and licensed personnel. ✈

**Breakfast  
Club**



The Breakfast Club will meet at the following airports:

<b>Oct. 17</b>	Camden Airport (EAA fly-in)
<b>Oct. 31</b>	Orangeburg (annual election of officers)
<b>Nov. 14</b>	Donaldson Center
<b>Nov. 28</b>	Open





**Jonathan Howe, Director, FAA Southern Region, speaks to attendees at the Fifth Annual South Carolina Airports Conference held last month at the Sheraton Myrtle Beach, Inn. More than 75 persons involved in airport development in the state, including consultants, engineers and FAA representatives attended the three-day conference sponsored by the Aeronautics Commission.**

## 75 persons attend fifth Airports Conference

The fifth annual South Carolina Airports Conference held last month at Myrtle Beach attracted 75 persons involved in airport development.

Airport operators, managers, consultants, FAA officials and guests attended the conference at the Sheraton Myrtle Beach Inn.

Jonathan Howe, director of the FAA Southern Region, was the conference luncheon speaker. Howe discussed the new Airport Improvement Aid Bill, the new aviation fuel tax which was recently signed into law and the automated Flight Service Station concept proposed by the FAA.

Howe said the money available nationwide for airport improvement will increase each year: There will be \$600 million for fiscal 1983-84, \$783 million for 84-85; \$912 million for 85-86 and more than \$1 billion in 86-87.

Over the intense lobbying efforts of general aviation interests, the aviation fuel tax bill was passed by Congress and signed into law by President Reagan Sept. 3. It increases the tax on one gallon of avgas from 8.5 cents to 12 cents and to 14 cents a gallon on jet fuel.

Howe also said the FAA was moving forward with the automated Flight Service Station Concept and predicted it would be a significant improvement over the present system.

"There will be no waits, no putting

anyone on hold," he said. In addition, "Anyone with a computer terminal will have access to the latest FAA weather data," he said.

Before the luncheon, there was a morning business session on "Consultant-Client Relationships for Airports," and "Construction Inspection for Airports."

On the second day of the conference, Delta Airlines Spokesman Gordon Barrington spoke on "Air Carrier Service in South Carolina." Bob Harris, assistant manager of the Atlanta District Office, concluded the meeting with a session on "Airport Development in South Carolina," and went over specific provisions in the new Airport Improvement Aid Bill.

During a question and answer session at the end of the meeting, some wanted to know what could be done to ensure the continuation of grass cutting around at airports around the state by the Commission.

Commission Director John W. Hamilton emphasized that the agency doesn't want to do away with the service. He noted that efforts to eliminate money for new grass cutters came up in the House as an economy measure. He suggested the FBO's and managers keep their legislators apprised of the importance of grass cutting and let them know the service needs to be continued. ➔

## Instructor refresher course Oct. 23-25

A Flight Instructor Refresher Course will be held in Columbia Oct. 23-25 at the Quality Inn, I-20 and Broad River Road.

The Course is conducted by the AOPA Air Safety Foundation (ASF) and approved by the FAA at the national level. The ASF will make all arrangements and provide all necessary personnel and materials for the course.

Cost of the three-day course is \$90. For further information, call the ASF toll free at 800-638-8088. ➔

## GADO changed to FSDO

Effective Oct. 1, the FAA General Aviation District Office (GADO) will be known as the Flight Standards District Office (FSDO).

FSDO manager John Cureton said, "As far as the public is concerned, there will be no change in anything that we do. Our hours will remain the same and our phone number will be the same.

Cureton said the name change was ordered by FAA Administrator J. Lynn Helms to standardize the names of field offices nationwide. The FSDO has a new mailing address, however; it is: 2819 Aviation Way, West Columbia, S.C. 29169. ➔





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## New ultralight magazine on sale at dealers

*Ultralight Pilot*, a new bi-monthly publication of the Aircraft Owners and Pilots Association, is on the streets for September/October, and Advertising Director John Gorsuch said he's pleased with its early reception.

The magazine is distributed as a member service for AOPA's Ultralight Division, and is on single-copy sale at ultralight dealers across the nation for \$3.00. The first issue of the four-color, slick-paper publication carried 56 pages plus cover.

Thirty-seven percent of the first issue is in paid advertising, higher than average for a first-issue periodical, according to Gorsuch.

He added:

"*Ultralight Pilot* is a strong, new magazine for a dynamic and important segment of the aviation industry.

"We are delighted by the overwhelming response to the AOPA's Ultralight Division and in particular the strong support of *Ultralight Pilot* Magazine by ultralight product marketers."

Inquiries concerning the new publication can be addressed to Gorsuch at Aircraft Owners and Pilots Association, 7315 Wisconsin Ave., Washington, D.C. 20014. ➔

## Myrtle Beach FSS shortens hours

Hours for the Myrtle Beach Flight Service Station (FSS) have been reduced by three hours daily.

The facility will now be open from 8 a.m. to 7 p.m. It was formerly open from 7 a.m. to 9 p.m. ➔

## FAA Medical Seminar at Stevens, Nov. 4

An FAA Aviation Safety-Education Seminar featuring medical specialists from FAA's Aeromedical Education Branch will be held in Greer, Nov. 4. The specialists, will discuss the various physical, mental, social and medical factors related to flight. The seminar will be held in the Stevens Beechcraft Hangar No. 1 at the Greenville-Spartanburg jetport Thursday, Nov. 4 at 7:30 p.m.

The medical specialists will also bring with them the vertigon, a spatial disorientation demonstrator used to

show pilots some of the problems associated with loss of visual contact and angular acceleration.

Attend the seminar on Thursday night and come back for a "flight" in the vertigon in Steven's Hangar 9 a.m. to 4 p.m. Friday, Nov. 5 or Saturday, Nov. 6.

Refreshments will be available and door prizes will be awarded.

For further information contact Bob Rumsey, Stevens Beech Aero Club at (803) 879-6212. ➔

continued from p. 1

multi engine and instructor ratings. He has about 6,000 hours. He learned to fly at the Aiken Airport in 1960 and earned his advanced ratings at Augusta Aviation. From 1963 to 1960 he worked as a part time instructor and charter pilot at Augusta Aviation and Ft. Gordon Flying Club. In 1971 he moved to Sumter and began working at the Shaw AFB club as part time instructor.

In a congratulatory letter to Henry, Southern Region Director Jonathan Howe said, "Your many years of service to aviation as a flight instructor speak eloquently of your devotion to aviation. You have the admiration and respect of the aviation community in your continuing efforts to improve aviation safety."

"I was really pleased to win this award," Henry said. "Winning for the Southern Region is the first step. I hope to go on to win the National Award, but, even if I don't, winning the region is definitely an honor.

The flight Instructor of the Year and Maintenance Technician of the Year Awards are made each year by the AOPA Air Safety Foundation, General Aviation Manufacturers Association, National Business Aircraft Association, and Federal Aviation Administration with the support of the General Aviation industry.

The program was conceived in an effort to single out the most outstanding individual and allows the public to recognize the importance of the role flight instructors play in aviation safety and also focus the attention of industry towards the vital contribution made by all flight instructors.

➔